

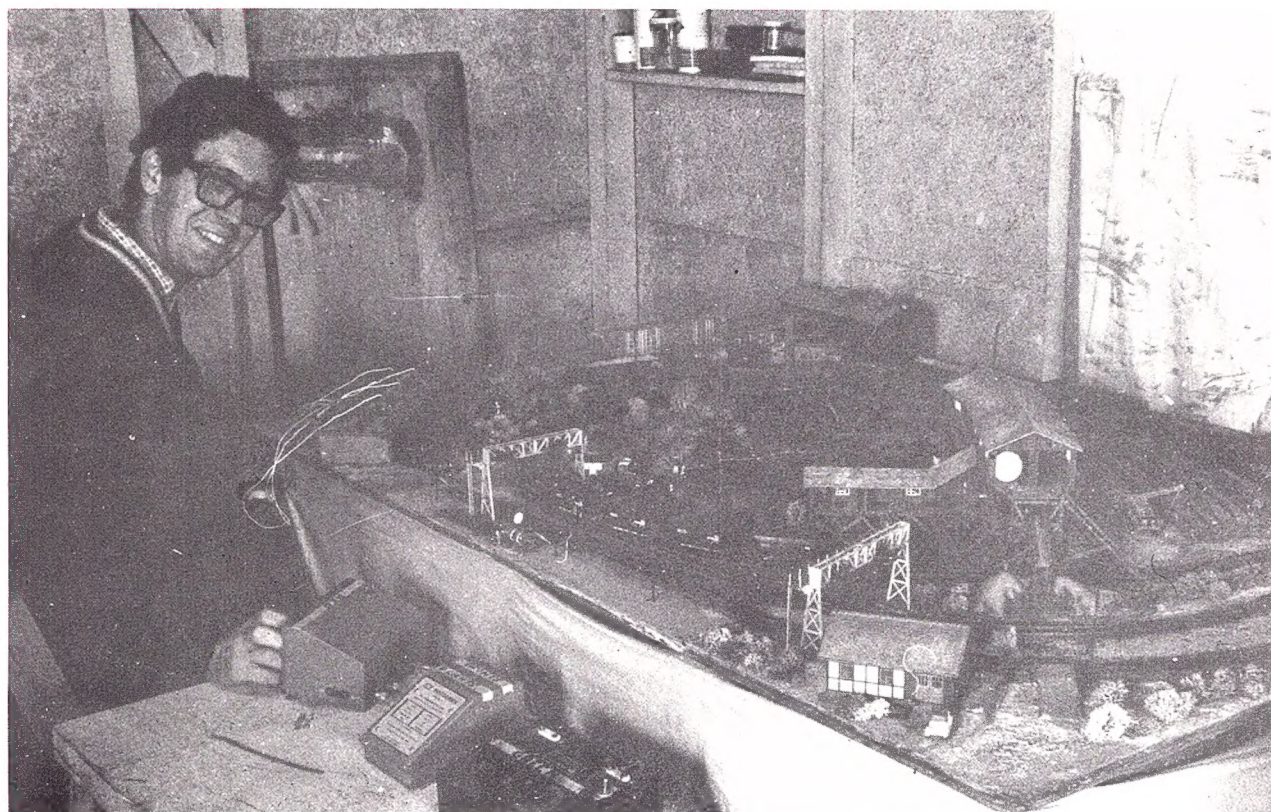


Australasian Model Railroad Magazine

30 cents

May/June 1971, Vol. 5, No. 3 Issue 50

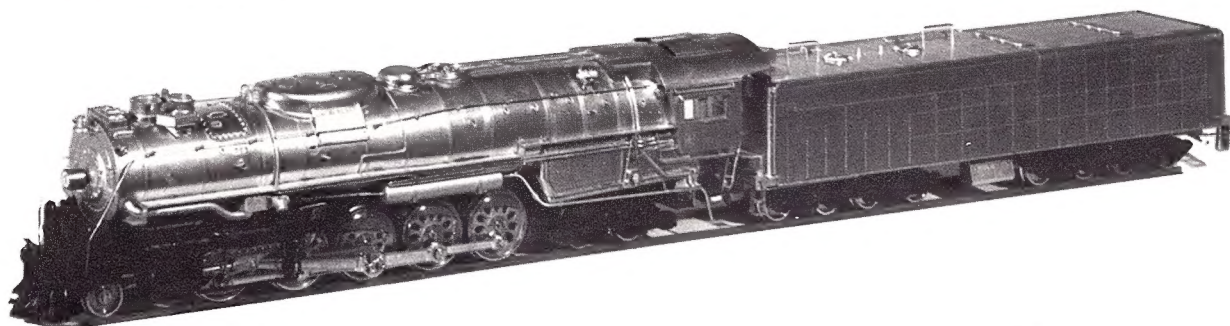
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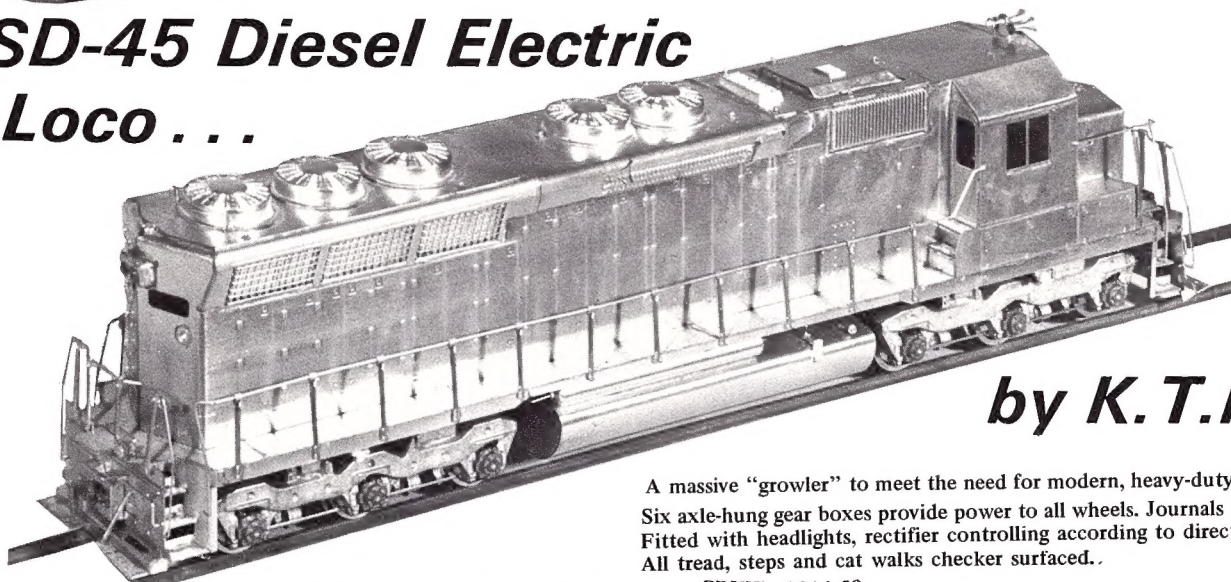
NEW IN O SCALE

A.T. & S.F. 2-10-4 'TEXAS' by KATSUMI

Massively proportioned and amongst the largest rigid frame locomotives ever developed, the Santa Fe's big 2-10-4's are now magnificently recreated in O scale by K.T.M. Fully sprung throughout and equipped with high capacity Tender riding on 8-wheel trucks which are both knuckled and sprung. Backhead detail. Pre-blackened running gear, pilot and pilot deck. PRICE: \$361.85.



SD-45 Diesel Electric Loco...



by K.T.M.

A massive "growler" to meet the need for modern, heavy-duty power. Six axle-hung gear boxes provide power to all wheels. Journals sprung. Fitted with headlights, rectifier controlling according to direction. All tread, steps and cat walks checker surfaced.

PRICE: \$214.50.

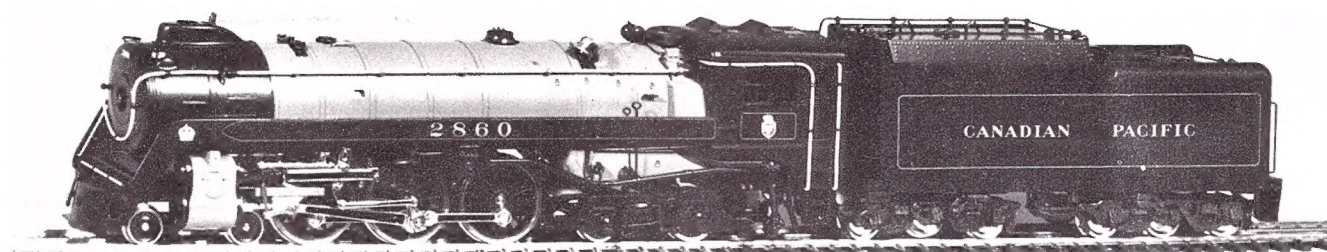
Other News from "THE DOCKYARD"....

With new shipments from Athearn and Suydam recently to hand, those interested in the products of these Firms should send large, stamped S.A.E. for new Price Lists, specifying either or both Lists to be supplied... A repeat run of the MRC line of N scale Diesel Locomotives will be to hand by the time these notes appear in print. These comprise: RSD-15 High Hood's in Burlington & Pennsy heralds @ \$13.95 ea; RSD-15 Low Hood, A.T. & S.F. @ \$13.95; SD-45's in A.T. & S.F., Burlington and P.R.R. heralds @ \$12.50 ea; GP-40's in A.T. & S.F., A.C.L., Burlington, Penn-Central and S.P. heralds @ \$11.25 ea; Alco C-420's in U.P., A.T. & S.F. and P.R.R. heralds @ \$11.95; Alco FA-2's in A.T. & S.F., P.R.R. and C. & O. heralds @ \$10.95; Plymouth WTD Diesels in A.T. & S.F., G.N., Burlington and P.R.R. heralds @ \$7.95 and 0-6-OT Loco @ \$9.50. As previously, supplies will be available from all Minitrains' outlets, but due to demand, may not remain in stock indefinitely... With increasing interest in diesel traction, our range of HO brass 'growlers' continues to grow. Latest arrivals include the Alco

DL-109/110 A & B Units @ \$107.25 per pair, Alco RS-1 (very limited quantity) @ \$52.75, G.E./U33C 3300 H.P. Road Switcher @ \$61.25, EMD/SW-1 600 H.P. Switcher @ \$52.70 and the big EMD 'F-3' A & B Cab Units @ \$81.60... Katsumi's latest delivery includes Balboa's HO Santa Fe M-180 Gas-electric Car @ \$79.50 and HO N3 Rio Grande 'C-19' 2-8-0 @ \$88.50. Also included are Westside's three new HO N3 Locomotives: Rio Grande 'C-16' 2-8-0 @ \$88.50, S.P. No. 9 'Slim Princess' @ \$79.80 and S.P. No. 18 4-6-0 @ \$82.56... From Northwest Short Line, in addition to the D. & I.R. 'N-2' 2-8-2 illustrated in this copy, the N. & W. 'E2a' Pacific should be in stock by the time this issue is in your hands... Tenshodo advise that a re-run of the Santa Fe "Blue Goose" will follow the C.P.R. 'Royal Hudson'... The re-run of the Rowa N scale USRA 'Y6b' 2-8-2 Mallet Loco., promised for the first half of 1971, has been badly delayed. The factory now estimate that further production will not now be possible before late 1971...

NEW IN HO SCALE

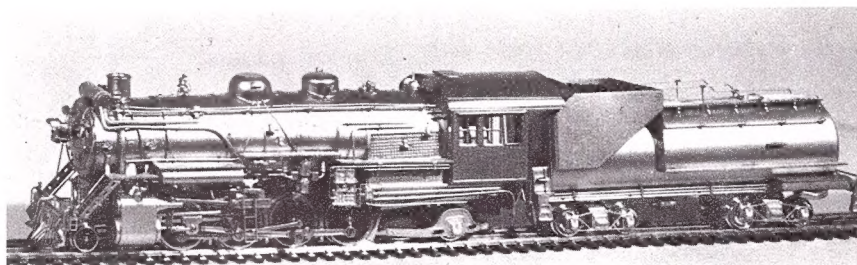
C.P.R. 4-6-4 'Royal Hudson' by Tenshodo



Finely detailed, painted, lined and lettered. Equipped with sprung main frame and sprung, fully knuckled tender trucks. PRICE: 180.00.

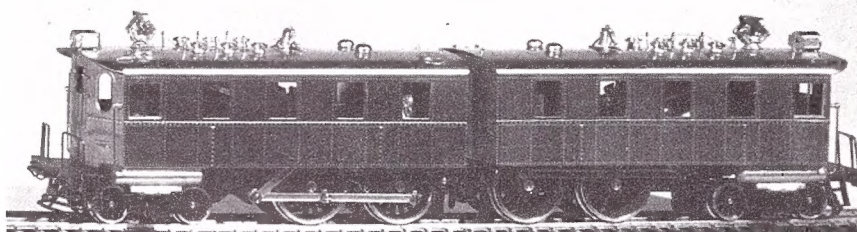
D. & I.R. N-2 2-8-2

Mikados 309 to 311, Class 'N-2' (became DM & IR Class 'N-3', No's. 1309 to 1311), constructed by Baldwin in 1923, were the last locomotives placed in service by the D. & I.R. Designed specifically for main line ore service, these fine locomotives have been faithfully modelled by North West Short Line. Lost wax details. Pre-blackened frame and sprung drivers. PRICE: \$85.00.



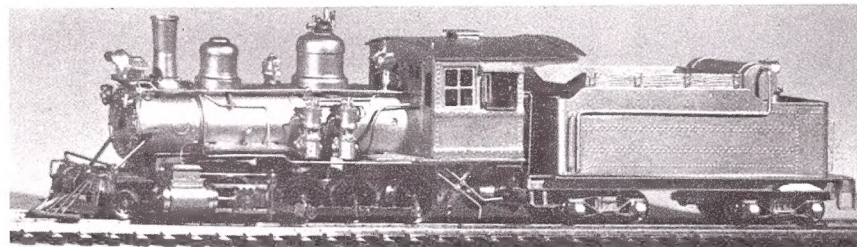
P.R.R. DD-1 MOTOR

Pennsy, one of the first in the field of terminal electrification, developed this large articulated Motor, with interesting jack-shaft drive, for terminal transfer service. Model comes with pre-blackened frames, drivers, leading trucks and pilots. Both Units motorised. PRICE: \$119.00.



D. & R.G.W. C-19 2-8-0

The Rio Grande had a total of twelve 'C-19' Class 2-8-0's, all of which were built by Baldwin in 1881. Now these Locomotives come recreated by Katsumi in HO_{n3}, for Balboa Scale Models. Finely detailed throughout. PRICE: \$88.50.



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If you are still not convinced, then study some of our prices before the 2/11ths have been deducted.

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A4 B.R. Merlin	180/9
A4 LNER Blue Mallard	180/9
A3 Flying Scotsman LNER	
2 tender	199/10
A3 Flying Scotsman LNER	
1 tender	180/9
A3 Flying Scotsman Black	171/3
A3 Flying Scotsman B.R.	
1 tender	180/9
A2 A.H. Peppercorn	180/9
Triang Locomotives 'OO'	
R52S 3 F Loco tank	53/-
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R85S Flying Scotsman	109/-
R869S Battle of Britain	105/-
R751 Co Co English Electric	
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Triang/Wrenn 'OO' Locomotives	
BR 0-6-0 Tank	59/6
A4 Mallard BR	159/6
N2 Tank Loco	89/6
Cardiff Castle BR	149/6
8F Loco BR	149/6
8F Loco L.M.S.	149/6
West Country Class	179/6
Fleischmann 'OO' Locomotives	
4000 Black Anna	104/-
1362 Pacific Black Giant	296/-
1363 Black Mustang BR50	314/-
Graham Farish 'N' Gauge	
Liveway Points (Live Frogs)	
18 in LH Point (RAD)	14/11
18 in RH Point (RAD)	14/11
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12 1/2" Diamond	24/11
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Plasticard Sheet size (210mm x 336mm)	
10 Thou thick	1/-
15 Thou thick	1/2
20 Thou thick	1/4
30 Thou thick	2/3
40 Thou thick	3/3
60 Thou thick	4/6
Peco 'OO' Points and Track	
SL102X Concrete N/S	8/3
SL100X Wooden N/S	8/3
SL100S Wooden Steel	5/9
SL91X Point Med Rad L/H	15/6
SL89X Point large Rad L/H	20/-
SL50 Ballast Track	9/6
SL70 Point Motor	8/-
Peco 'N' Gauge Points and Track	
SL300X Wooden N/S	6/3
SL388X Point L. Rad R/H	16/9
SL391X Point Med. Rad R/H	15/-
SL394X Long Crossing	17/6
Peco '009' Track and Points	
SL400X Wooden N/S	3/11
SL491X Point R/H	13/11
SL492X Point L/H	13/11
SL440X Buffer Stop	2/6
New Peco Points	
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8122 D.B. 2nd Sub Coach	35/-

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3. Great Western 4 cyl. 4-6-0's
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5. The British Single Drivers
6. The Mallets
7. The Rocket

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Australasian Model Railroad Magazine

The Official Journal of SCMRA in Australia; incorporating the Yardmaster, The Bulletin of the Sydney Model Railway Society.

May/June 1971 Vol 5, No. 3 Issue 50

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comment

The advent of Australian Railway prototype models and the continued expansion of overseas models imported into Australia in recent years shows that the hobby of Model Railways is not declining in popularity. With this in mind the question of whether there is sufficient hobby promotion can still be asked. This magazine is being circulated through newsagents and bookshops, outside the normal hobbyshops is in a reasonable way a form of hobby advertisement along with the model railway exhibitions held usually annually in some of the main centres of population.

This magazine with the retailers' advertisements contained on its pages form a complimentary partnership within the hobby of informing the hobbyist of what is available and where it can be obtained and also through the articles it shows what can be done by showing examples of modellers achievements. The mail bag page forms a means of talkback within the hobby.

The promotion of the hobby for the hobby's existence and growth by the newspaper, radio and television publicity given to model railway exhibitions and the general advertising by retailers, importers and manufacturers has been the main outward signs of informing the public about our hobby of Model Railroading. This type of publicity can be thought of as coming from those who appear to have the most to gain from expansion of the hobby while not agreeing that they are only ones to gain from hobby expansion I feel that this type of publicity should continue as the front line of attracting others to the hobby. Modellers should not forget that these people are not the only ones to gain from hobby expansion, but all modellers gain from the efforts and ideas of new comers to the hobby. The bigger the hobby, the better the hobby can become as wider markets will cause a wider range of products to become available with the costs being spread out further giving lower prices to the individual.

The question to be answered is how can the individual modeller do his own hobby promotion. The simpler methods are to support the hobby shops and the advertisers in this magazine, and other model railway journals. Join a local model railway club or group and support the combien groups displays or exhibitions and by joining and actively supporting the model railway associations in Australian and New Zealand, AMRA, the New Zealand Model Railway Guild and SCMRA. I mean actively supporting these groups as there is a tendency to be generally apathetic about the associations. Any group is only as good as what you are prepared to put into it, so it is in your own best interest to further the aims and ideals of the model railway hobby.

The wider and better organised the hobby is the easier it is to attract the fringe person contemplating starting a model railway and thus joining the hobby.

John Beckhaus.

reviews

VR & SAR ELX wagons in HO scale manufactured by EM-CE. Our samples supplied by The Model Centre, Adelaide, S.A. Price \$5.25.

One of the rare occasions of which two Australian Railway Systems have accepted an almost identical design for a bogie open, or gondola type wagon is the subject of this firm's first model(s). Although even the same code (ELX) is used by both VR & SAR these models appear faithful reproductions of the prototype, variations included. The kit is packed in a card box with four pages of well printed instruction sheets. Wrapped in tissue paper there are five excellent, pre-painted plastic castings which form a high quality basic body. All parts are uniform and flash free, even to the rather complex (for casting) corner joints. A polythene bag of details includes two brake cylinder castings, a beautiful reproduction of the SAR/VR hand brake level, metal strips for manufacture of shunters steps, grab rails and a full set of wet film decals. Although enough digits are supplied, no details as to prototype numbering series are included.

Other than waiting for the Araldite to dry it is this bag of details which takes most of the time needed to build up the kit, however it is these parts which make a high grade kit exceptional. A scale rule confirms the accuracy of the completed kit to be equal to its looks. We found the Air Tank supplied a little difficult to assemble, using 10 thou. styrene strapping instead of the recommended car, proving a little easier to obtain a reasonable job. Major difficulty encountered was the need to widen the underframe/floor piece of the SAR vehicle by 1/32".

These kits are very well detailed as supplied but are well worth super-detailing with items such as brake piping, hoses and rigging. As with most kits of this type bogies and couplers must be supplied by the modeller.

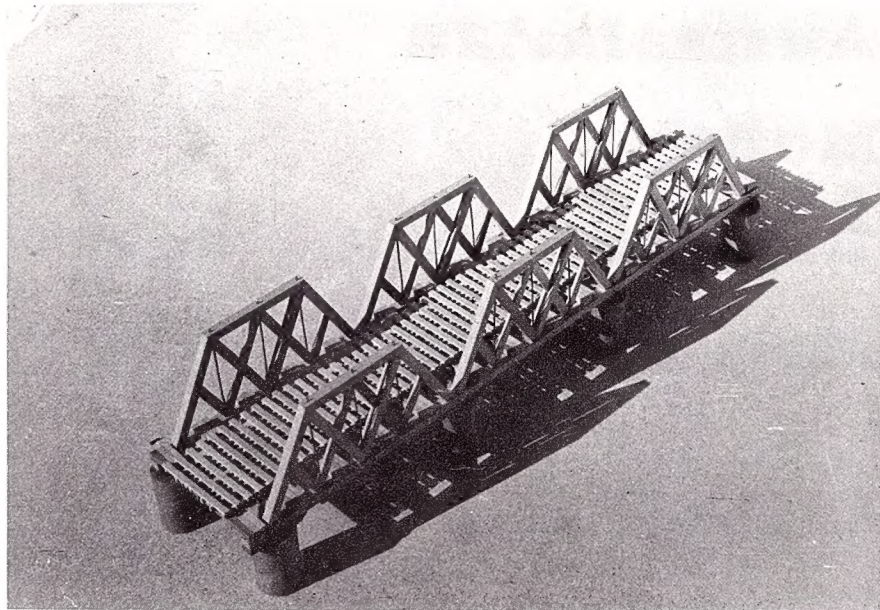
To sum up: a kit which with some care will give the builder a model to be proud of.
K.J.P.

N.Z.R. Type Through Truss Wooden Bridge Kitset manufactured by Pacific Scale Models, Christchurch N.Z. who supplied our sample. \$5.30 in New Zealand.

As with other kits reviewed from this manufacturer this one comes packed in his standard style of yellow card box. The label indicates that the bridge is suitable for "HO, OO or S scales, 110 foot." In HO, the kit I built measures 107 ft. but with the rather large, to my eyes, timber sections, use on an S scale layout should not look out of place. An instruction sheet, along with a three piece drawing, make this a straightforward although not simple model to build of a very interesting and rather unique style of bridge. Before visiting New Zealand I would have said it was 'unprototypical' but I have seen some very good representations of the Pacific product being used by New Zealand Railways, theirs varying in number of spans according to the width of the river being crossed. Although primarily designed as a rail bridge, the addition of wooden decking (not supplied) will create one of New Zealand's infamous road/rail bridges.

All parts come labelled in small plastic bags to make identification with the drawing easy, however, many have to be cut to 30°/60° angles. This cutting was made considerably easier by using one of Ed Suydam's mitre boxes with my razor saw. With care, a pleasing model can be produced, well worthy of dressing up with nut and bolt castings which are not supplied.

K.J.R.



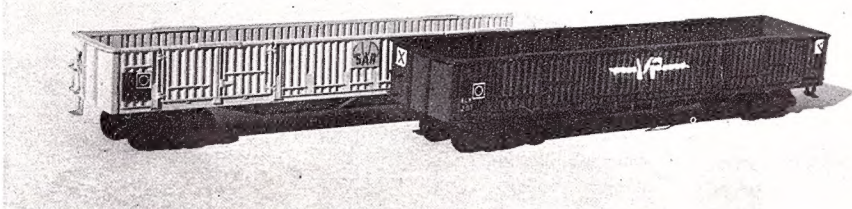
'600' The Pacific Locomotives of the South Australian Railways. By D. Colquhoun, R. Stewien and A. Thomas. Published by Australian Railway Historical Society, S.A. Division. Price \$2.25.

This book continues the series on the modern steam locomotives introduced to the South Australian Railways in the '30's by Commissioner W.A. Webb. The earlier books '500' and '700' dealt with 'Mountain' (in fact Northern) and Mikado/Berkshire types respectively. The ten 600 class Pacifics were built in England by Armstrong-Whitworth and introduced to service in 1926. The class had a very American appearance about them and are to me a very pleasant looking locomotive especially in their later form with large smoke deflectors. The 620 class also of ten members was introduced in 1936 as a high speed passenger locomotive suitable for lighter lines. This class was built by the S.A.R. Islington workshops and included a fully streamlined version in the class leader 620. This streamlined locomotive seems to me to be one of the ugliest attempts at streamlining I have come across equalled only by the streamlined automobiles of the late '50's. Nevertheless, the class in its unstreamlined version was attractive. The printing is of high quality from the Griffin press. The offset process has been used to provide a large number of good photos, only one or two are dark or otherwise unclear. The book contains some colour pages but these are mainly reproductions of paintings by George Tetlow, it seems strange that only one colour photo of a '600' could be found. Of

ON THE COVER

Rod Tonkin stands alongside this 'Rocklea, Oatley and Albany' layout. A feature article about building this layout appears in this issue.

Photo by J.J. Bevan



direct interest to modellers is the HO scale plans of both classes on a fold-out page. Both the drawings are good and include auxiliary views of the locomotives. The authors have described the drawings as being '1:87 (American HO)', in my experience 1:87 scale is international HO scale but this is only a minor error. The authors also invite modellers to construct models of these locomotives, this magazine's editor would be pleased to receive an article on these lines. In all a good book and well worth the price.

J.J.B.

'LOCO PROFILE 8-ROYAL SCOTS' by Brian Reed published by Profile Publications Ltd. Our copy from Fantastic Hobby Shop, Sydney, \$1.30.

This book gives a history of the London Midland & Scottish Railway's 4-6-0 locomotives of the Royal Scot class. These locomotives were designed and built in the short time of 12 months. Their appearance in 1927 changed traffic working on the L.M.S. to a great degree. The book has 28 pages and has a very good colour centrespread of the two versions of the locomotive. There are numerous photos of the locomotives showing many details. The other Profile publications on locomotives are on many types of locomotives ranging from LNER non streamlined pacifics to NYC hudsons to The Rocket. A good book for the modeller's library.

J.J.B.

THE ROCKLEA OATLEY & ALBANY

BY ROD TONKIN

TRAIN TABLE

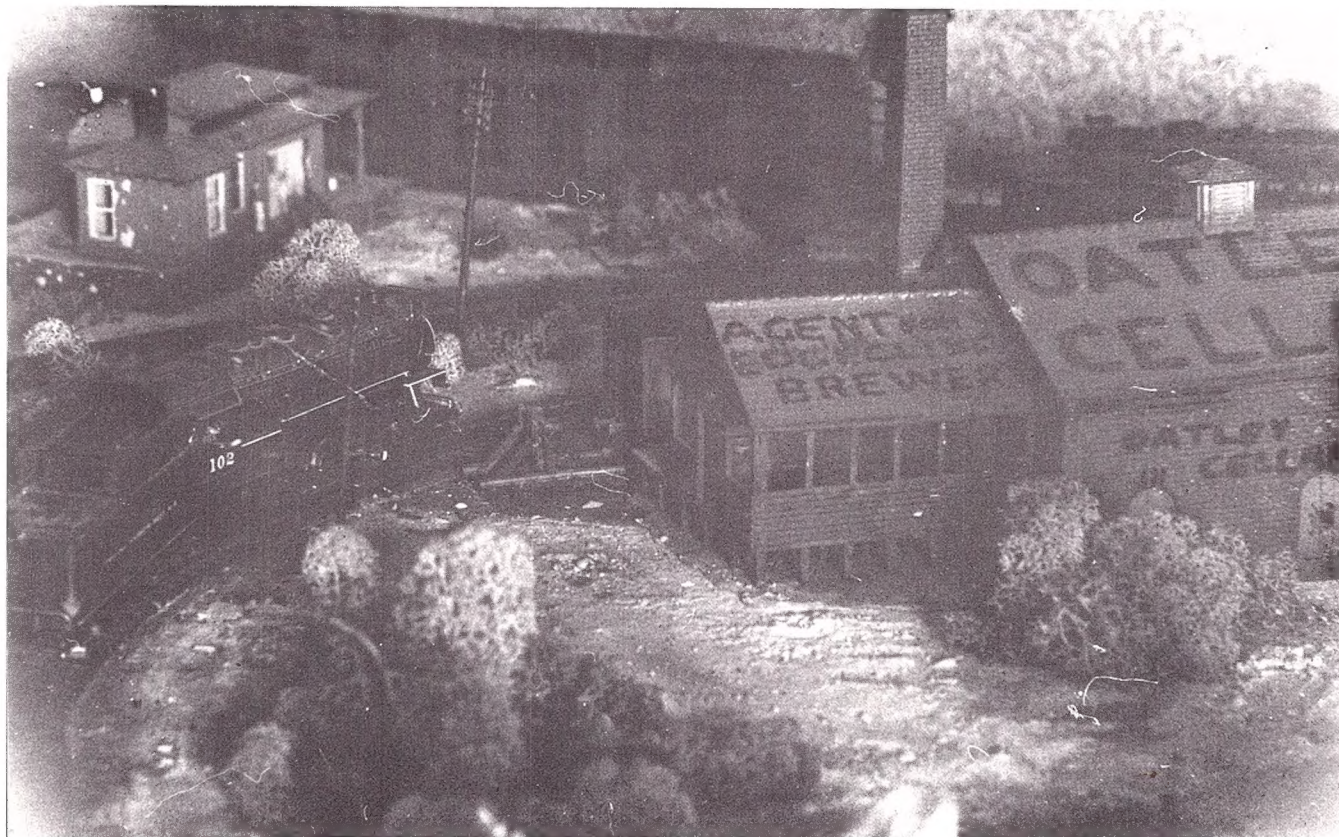
There are many ways to start a model railway; the method used in this article is particularly applicable to the non-handyman beginner. The basis of it is to use an existing table for the layout, instead of constructing a special table.

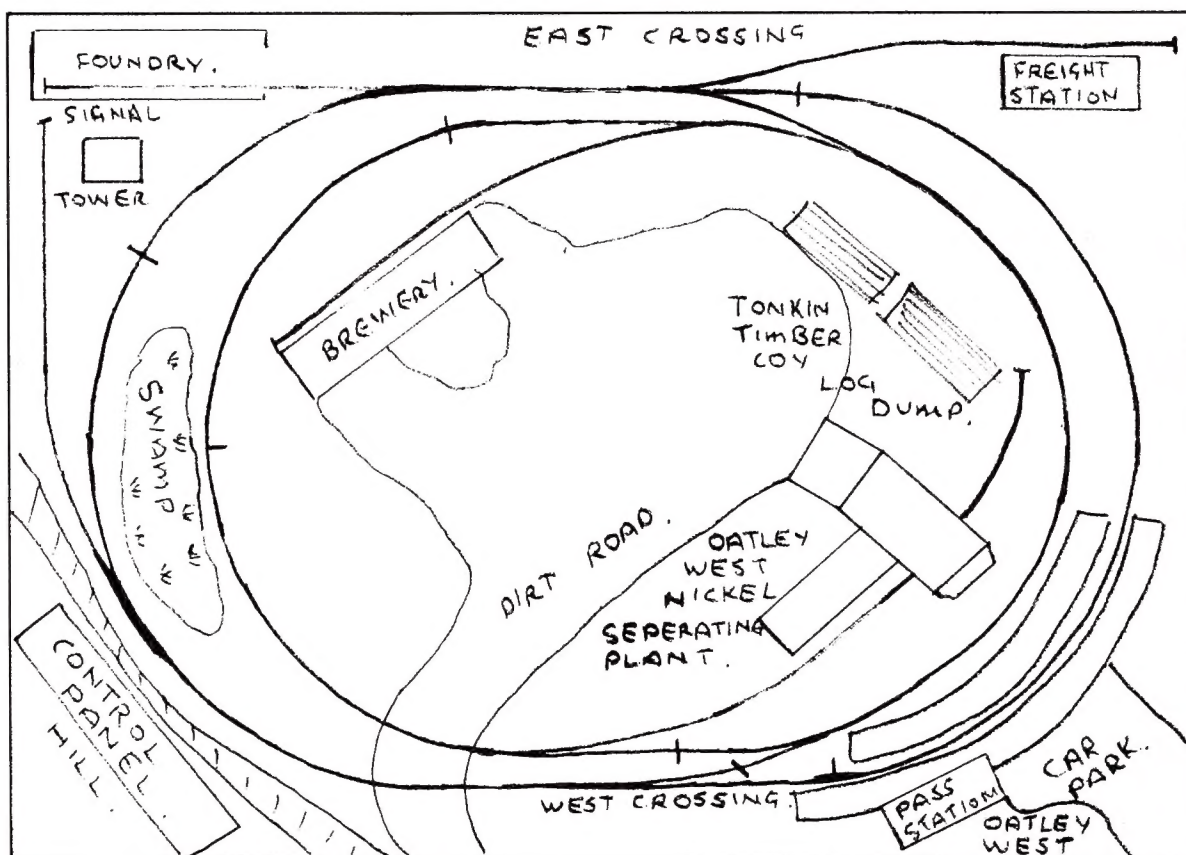
This idea for a basic board can save you time and money and would probably be sturdier than a first effort train table. You may have an old disused table or you can get very good solid ones in second-hand stores. Look for a table with a good level top and steady legs. Most wooden tops are suitable for fixing of track and scenery.

This, my latest layout, has been built to suit specific circumstances. It had to be portable, give two train operation and be capable of expanding into a larger layout. It would also have to operate all but the largest locos and all types of wheel flanges.

My prototype is a subsidiary of the New York Central System. That connects Rocklea (Queensland), Oatley (New South Wales), with Albany (New York), by a train ferry. The section I have modelled is in the wilds of New South Wales, near Oatley.

The construction of this layout could easily be undertaken by a beginner with little experience.





| — { THIS MEANS SMALL GAPS
 | — { IN BOTH RAILS (USE
 | — { PLASTIC RAIL JOINERS)

| — { THIS MEANS A SMALL GAP
 | — { IN THE RAIL ON THIS SIDE.
 | — { (A PLASTIC RAIL JOINER)

R.O.O.A.

OATLEY WEST DIV.

31 - JAN - 71 Rg Jonkin.

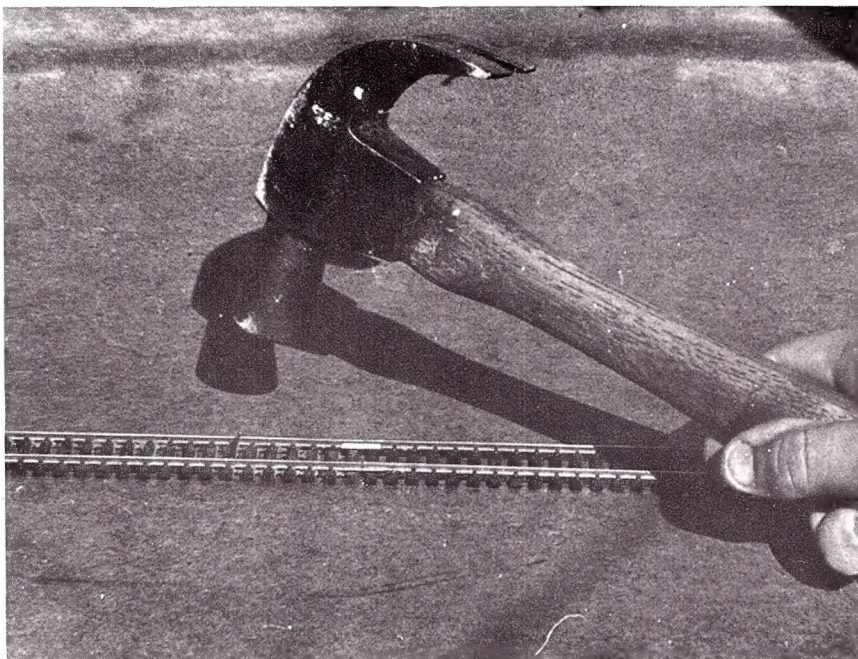
Plain Masonite is liable to sag, but Masonite backed with Plywood or timber boards is O.K. and it holds nails and panel pins well.

A minimum size for HO scale layout tables would be 3'-0" by 4'-0". The one I used is 3'-8" by 5'-2", with fold up legs. It is just a nice size to move easily.

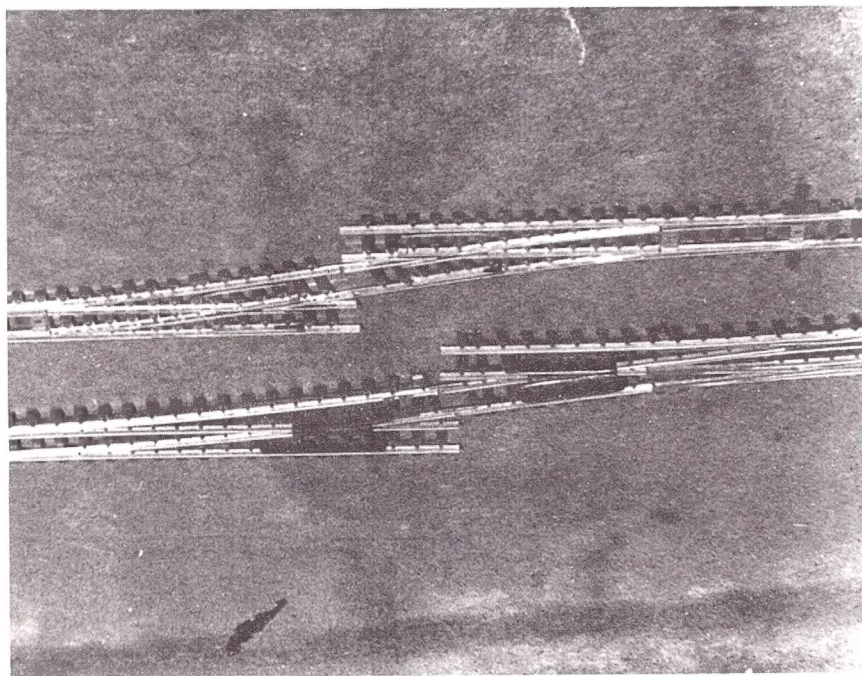
TRACK LAYING

Small layouts are best laid with sectional track. A wide variety of brands and sections of interchangeable track is available in Australia. Very complicated layouts can be laid without recourse to cutting special track sections.

To run all types of wheels the following brands can be used without modifications: Peco, Sentinel and Triang system six, points; Peco, Atlas, Lima, Fleischmann, Triang systems six, and Rivarossi track. Fleischmann and Lima points will only run deep flanged European wheels.



Most brands of track can be nailed down with $\frac{1}{2}$ " long panel pins. Holes are usually provided in the sleepers for the nails. However some track may have holes which require nails with a larger head to be used. Take a section of track with you to the hardware store to be sure you get the right nails.



Avoid rapid change in curve direction. Have a full straight section between curves of opposite hands and a half straight section between points curving in different directions. This can be omitted if the long Peco points are used. An example of this is the east crossing on the track plan.

After deciding on the track plan you need to study the track section of the catalogues to decide how much track (curves, straights, points, etc.) you will require. On a small layout it is best to lay the inner mainline first along with all the points where the mainline is the curved leg of the point. Then lay the outer mainline and all points where the mainline is the curved leg of the point. Points with the straight leg as the mainline may also be laid now or later if a section of straight track the same length as the point is inserted. As it is difficult to insert points on the curve later I have indicated above that they should be laid with the mainline. The track I used was Atlas 18" radius curves, Lima 360mm radius curves, Lima 420mm radius curves, Lima full, half and quarter straights, Triang system six right hand point, Sentinel 3 way point, Peco long and short radius and curved points and Lima buffer tracks. The points were chosen because they will operate all wheel types. The Lima track is well detailed, attractively priced and has good corrosion resistance. The Atlas track was purchased before Lima introduced their 420mm radius curves.

The equipment picked is not the only track available that will do the job but I had to use something. The points I used are, to my knowledge, the only points readily available in Australia that can run any wheel type.

The track diagram shows the layout and position of the track sections.

The track is divided into electrical sections by small gaps in the rail. Electricity must then be fed into each section by wire from the control panel. The gaps and electrical feeds shown are explained in the section on "wiring", and it is best to read that section before laying track. The best way to install electrical gaps is to use a nylon rail joiner in place of the metal one. This is to be done as the track is laid. The electrical connections can be made by soldering to the rails or by using terminal tracks. The latter is probably best for a first layout as it is easier to change wires. Even the experts set things wrongly occasionally, so it's worth it!

Here are a few hints for laying section track, that improve operation and appearance.

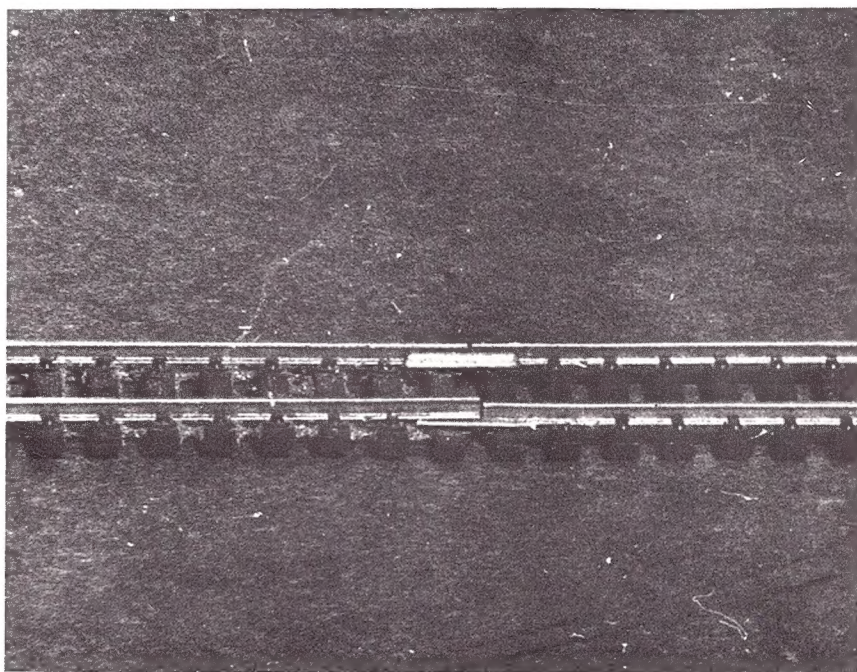
1. Don't kink the joints, keep the sleepers parallel at track joints.
2. Leave a gap, the thickness of newspaper, between rail ends to allow for table contraction.
3. Make sure that the rails at the joints are in their fishplates, not on them.
4. Avoid rapid changes in curve direction. Have a full straight section between curves of opposite hands and a half straight section between points curving in different directions. This can be omitted if the long Peco points are used. An example of this is at the east crossing on the track plan.
5. If space permits, use a section of larger radius curve to lead into a smaller radius curve, e.g., 17" radius to lead into 15" radius curve.
6. Most brands of track can be nailed down with $\frac{1}{2}$ " long panel pins. Holes are

usually provided in the sleepers for the nails. However some track may have holes which require nails with a larger head to be used. Take a section of track with you to the hardware store to be sure you get the right nails. When you do come to nailing the track down, don't nail the track too hard. Leave just a bit of vertical movement so that the track can 'float'.

To get things running until the control panel is built, connect all the sections to a power pack and you can run a train anywhere on the layout.

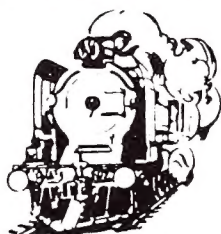
Now you have laid your track and tested it with a loco and cars, you can improve realism by ballasting the track. The ballast can be the stuff sold in the hobby shops or dirt out of the garden; the lighter the colour the better it is, as most model railways aren't well lit.

The dry ballast is sprinkled onto the track and arranged with your fingers to get it into place in the way your prototype does it. It is then fixed down by dropping onto it a mixture of one part "Selleys Aquadhere", four parts water and a few drops of kitchen detergent. This produces a durable but loose-looking ballast formation when it has dried and set.



(To be concluded next issue)

Make sure that the rails at the joints are in their fishplates, not on them.



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A SMALL COUNTRY STATION

BY LAURIE JACKSON

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In common with railways in all states, Victoria has, or in many cases had, some delightful country stations which cover the complete range from the large centres like Geelong or Ballarat to smaller ones such as those which graced the line between Lilydale and Warburton. One of these, now alas demolished, was that at Launching Place serving a mixed agricultural and forestry area.

These small Victorian Railway Stations were basically all the same, a waiting shed, a booking office, and a storage room. The goods warehouse was often found on the platform with access from both road and platform sides.

I chanced upon Launching Place late one autumn afternoon and fortunately took some photographs, but I did not have the facilities to measure it up properly; by means of a drawing of Nowa Nowa Station buildings I was able to arrive at what I think is a reasonably accurate drawing. I cannot go back now as it has all gone. I found that colour slides do not provide the best media for reference when building a model; it is difficult trying to work in the light of a good projector! A black and white print taken from a transparency is not always the best either — but better than nothing!

Even a small station like Launching Place needs altering for modelling purposes. The platform must be made much shorter and in my case a bit narrower. I omitted the goods shed from the platform and added a sloping ramp for pedestrians at one end.

The modelling part was not difficult; the walls were made from North Eastern scribed siding; the windows, ticket windows and doors being cut out whilst the sides were all in one piece. This makes cutting easier as there is more timber to hold on to. The prototype had no windows on the platform side and this, to me, did not look right, so I put them there instead of at the back. The purists may arch those brows but if it looks better with windows in front, I'll put them there! I kept the pieces I had cut out for the doors — they were needed later on.

The walls were then separated by cutting through the vertical scribing, the corners chamfered to fit with a large file; this makes an even chamfer easier to obtain. The walls were then given a priming coat of grey paint which after drying, was rubbed down with very fine wire wool and painted as near to the colour on the transparencies as I could get. Here again you may have preference for another colour, if you have — use it.

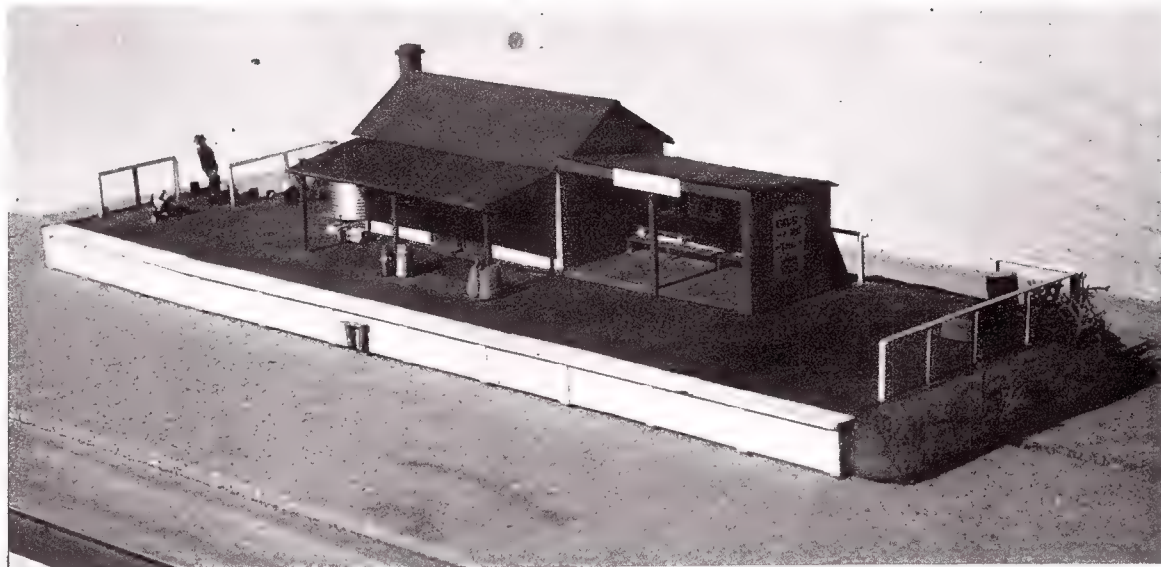
When the sides have dried thoroughly, cut the window frame from thin styrene (they could also be cardboard or paper). I left my windows white; it was easier than painting them, but if you want to paint them, it should be done at this stage. Pieces of 'shirt box' cellophane were cut about 1/2" larger than the window openings and glued onto the inside of the walls with "Pliobond". The styrene frames were fixed in place using small blobs of styrene cement applied with a needle. This is a tricky job, as too much cement will either run out on to the window panes or will buckle the cellophane. As the frames are very much

thinner than the walls, a realistic window jamb and sill results, without having to resort to putting these very fiddling bits in around the window edges. The two doors which were cut out were painted a different colour to the wall, in my case ferric red. They were left to dry and then door knobs made from small pin heads were pushed into position. It pays to make a hole with a small needle or a No. 80 drill to accept the cut down pin 'knob' as it will not have a point on it. The drill will obviate the chance of splitting the woodwork. The doors were glued into the openings (slightly ajar if so desired), and a door frame of either styrene or thin card painted to match the doors was glued around the edges of the door openings.

The ticket window is made in a similar way to those in the front wall, except that it has a red wooden sliding pieces behind it. I made mine from 1/32" balsa painted red (purists again note — it does not slide). The only difference between this window and the others is that it has a 6" sill at the bottom.

The walls were assembled by putting the chamfered edges together and glueing small pieces of 1/4" square balsa with each corner. These fillets should finish about 1/8" short of the top of each corner to allow room for the rafters to be fitted at a later stage. This assembly is best done on a piece of plate glass or something similar which you know is flat, otherwise the whole thing will have a wobble when it is finished. When you are satisfied that all is square and level, leave the building for a while and concentrate on the platform.

Photos by Laurie Jackson



This I made from 'Cane-ite' which works out roughly to be the right height. The platform on my model is made 86' long and 26' wide and shaped as in Fig. 1, (not to scale).

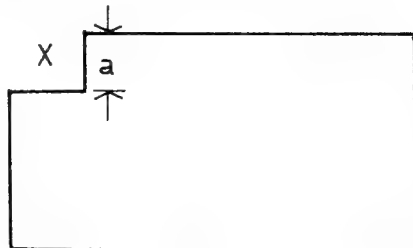


FIG. 1

The piece marked 'X' accommodates a sloping ramp to provide pedestrian access to the platform. This ramp was built up from blocks of balsa and filed down to shape. The side marked 'a' was faced with sleepers to provide a retaining wall and painted a dirty brownish-black. The ramp was then glued in position and the upright sleepers cut to size and glued in position as in Fig. 2.

The whole of the top of the platform was then painted with a wash of "Humbrol" 'earth' colour paint liberally mixed with thinners and then daubed here and there with a very thinned down flat black.

The front retaining wall was built up from balsa scribed to represent concrete slabs with another strip of balsa for the platform edging. This was painted concrete colour and after drying glued to the front edge of the platform.

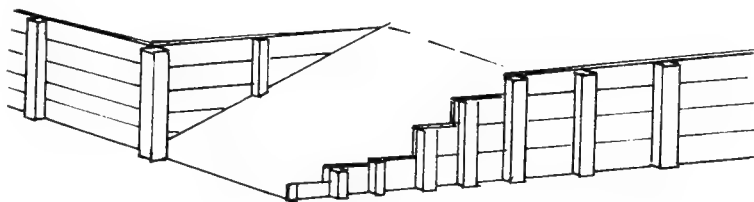


FIG. 2

Now back to the buildings:— rafters of 1/8" balsa were cut, about 1/4" wide (this is not crucial, the wider the better), and glued in position; one on each side of the ridge and one half way between the ridge and wall on each side — see Fig. 3. Make sure the lengthways fit is reasonably tight and that the upper edges do not protrude above the edges of the end walls otherwise you will have problems when you come to lay the iron on the roof.

Next cut the back and end of the waiting shed and glue uprights and crosspieces in position. These walls should then be glued together. This time you cannot use fillets to strengthen the joint as the inside is visible. Therefore they should be glued strongly, and after drying, any surplus glue scraped off, sanded, and the whole lot primed as before. The second coat matches the rest of the building.

The position of the office is marked out on the platform; mine is 1 ft. from the rear edge of the platform and 25 ft. from the ramp end. Glue the walls into position on the platform and leave to dry:— you will have noted no mention of a floor in the offices — there is no floor. Close the doors and no one is any the wiser.

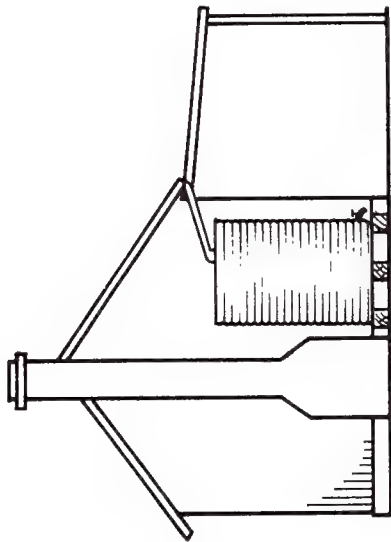
When properly dry, cut out a piece of 1/32" balsa and a piece of scribed siding to fit inside the waiting shed as a floor. Glue them together with the grain of the wood running opposite ways to prevent warping and fix in position with the front edge level with the front of the office. The floor is given the 'dirt' treatment from your brush washing fluid and then the walls are glued in position.

Austral Modelcraft

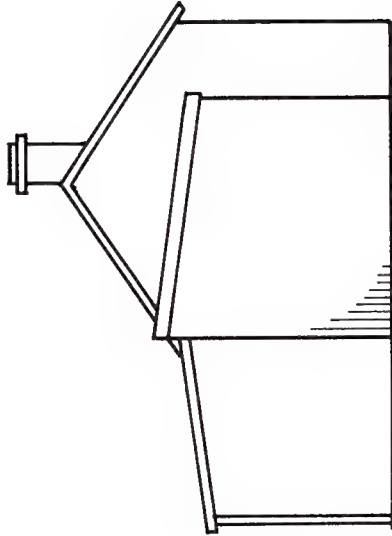
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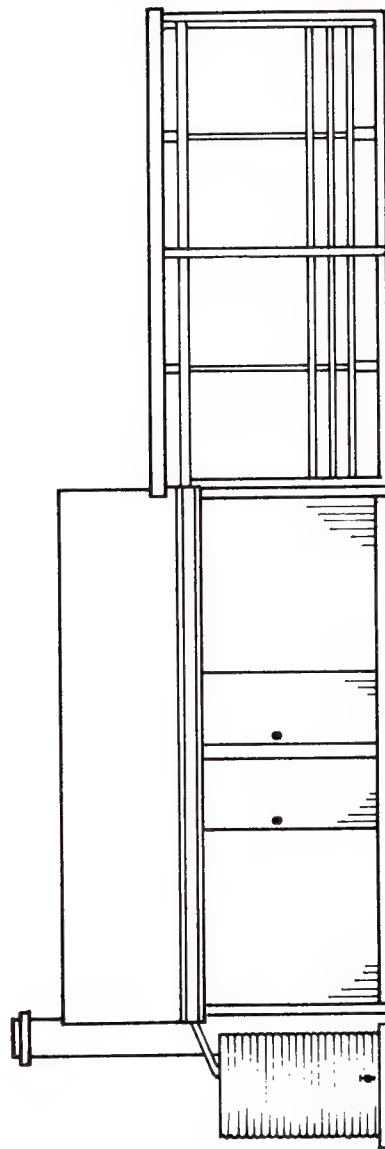
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SIDE VIEW



SIDE VIEW



FRONT VIEW

waiting shed

LAUNCHING PLACE STATION

Scale: 3.5mm = 1 ft

drawn L.J.J.
traced R.G.K.

Corrugated Iron on station building and waiting shed.

Two windows in rear wall 3'-6" x 3'-0".

Booking office window in wall adjacent to waiting shed 3'-0" x 2'-6".

Seat runs full length of waiting shed.

Mixed Bag from A.M.C.

Gentlemen: We're sorry but stocks of some lines are running short. Reason? In PECO is it moving to new Factory Problems, combined with scarcity of Australia-bound ships. With others it is combinations of Postal Strikes holding up mails, labour scarcities and then shipping problems. So, although stocks are right enough, overall, they are developing holes. Sorry, but beyond the Commission's Control.

THE RAILWAY MODELLER

Postal strike held up despatch of February and March issues and made April ones about 10 days late. But the three issues have now arrived. We hope May issues will arrive in June as usual.

MODEL RAILWAY NEWSLETTER

This is for free, picked up through shops or from your Model Railway Club (if so arranged). Otherwise the Annual Subscription is \$2, with any other price lists or publications included. We guarantee one posting per month. The last issue was No. 66, March-May, and an issue is expected in June.

INFORMATION FOLDERS

Are to be separated by number from Price List ones, and the former by number increased. Please keep in touch with your hobby shop for new releases.

"RIVAROSSA" HO

A new Price List was issued by us on 17th May, 1971, which disclosed a number of comparatively small rises in prices, decreases in a few, but in the main a holding of the line. The New Complete Price List is Folder No. 26 and it has numerous half-tones on one side. Ask at your Dealers if not already sighted.

"PECO" HO

A number of exciting new lines are expected during 1971, details of which are listed in a 1971 Catalogue which should arrive in late June. Generally speaking prices will hold, although four 35c lines increase by 5c each to 40c.

"PECO" N

Quite a number of new lines are planned for 1971. Prices hold in the main. A couple tumble, there are two 5c rises. All very satisfactory.

"ROUNDHOUSE" HO

Prices hold. Quite a range of Plastic Rolling Stock Lines both Old Timer and Modern Series, has come to hand. Four USA style metal bodied Pittman powered loco kits are to be had. Shortie 'Overden' End Platform Coaches in a variety of roadnames — Combines & Full Passenger are cute enough for anybody including your wife. She'll love them. For prices and full list of lines, see our Newsletter.

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

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"GEM" HO/OO LOCO KITS

This is 'Gem' of England, manufactured by the gentleman who made the now famous observation that since he'd given up bowling and taken to umpiring, he found he was getting a lot more wickets!!!!!!

Anyway we have twelve kits, most of which fit Tri-ang Chassis, and the others having their own. The most lowly priced kit is \$12.25 No. 76, GWR 56XX 0-6-2T Tank Loco, requiring a Tri-ang and R152 Chassis and number boards. The most highly priced is No. 73 at \$25 of the LNWR 0-6-0 Cauliflower Express Goods with Tender requiring only Number Boards and a Tri-ang XT60 Motor. They're all British prototypes and so far we've had no bit missing from any kit.

"SENTINEL" HO/OO

The only Three-way point ever made where one two-foot radius left hand has been put down directly over a right hand to produce a perfectly symmetrical point, has risen to \$5.50. It is a very good production. The HO/OO 2ft radius points are now \$2.75 each, with all metal frog and faultless contacts and non-fatiguing sprung blades. The dealers to check with are — Jack Stanbridge, Model Centre, Bridgelands, Engine Shed, Hobby Specialists, P.J.P., Hobbyco, Berg's Hobbies & Austral Modelcraft. The range of Loco & Rolling Stock Fittings is being expanded again to reinstate a number of lines previously manufactured, and we have prevailed on them to remake the underbody detail of the vehicle they wouldn't release because it wasn't precise and exact to prototype. That's been going on for goodness knows how long. Fittings are available from a much wider number of retailers.

005 — 5-pole HO Motors

The well-known M.W. Motor which is an exact match for the Tri-ang Motor in size but not in design, is now available. The retail price is \$5.95.

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"JACKSON" METAL WHEELS

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"ATLAS" N GAUGE

You must know that the GM SW1500 Cows & Cals in Santa Fe came to hand after going on a tour of the Pacific (looking for better grazing, no doubt!) The Powered (Cow) \$13.95; Calf Units \$5.95. There is a B & O 0-4-0 Tank Loco due out soon and Continental variations of the 0-8-0 Switcher. SD45 Santa Fe Diesels, fully tested, pulled to pieces where required and almost remade are \$15.95, but so far no spare parts. A number of European Rolling Stock items and Coaches are in the new offerings. It would be as well to check with your dealer for latest Price List. Although experiencing higher factory costs, support in Australia has led to some stability and even a few decreases in prices.

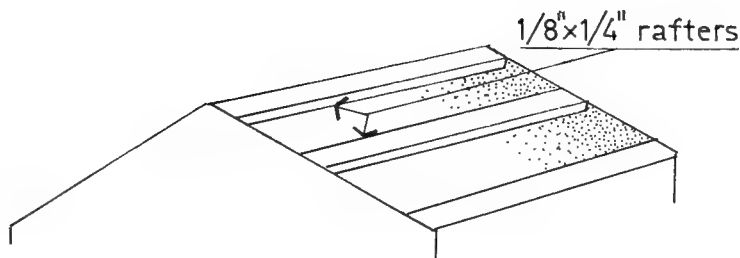


FIG. 3

A batten is fixed along one end of the office to match the end of the shed and then the seat is put inside the shed. Lengths of stripwood are fixed along the back wall and the seat glued at right angles to the battens. Small bits of stripwood, to represent legs, are glued in opposite each batten on the rear wall. This last bit requires the usual pointed fingers or tweezers, and so can be very exasperating.

Rafters are cut and glued in position in the shed roof at this stage. These must be much smaller and more precisely made than those in the office roof as they are visible from the platform. A fascia board is fixed along the front of the shed and a pre-painted red central post is fitted. Corrugated iron is cut to size with an overhang of about six inches back and front. It is fixed in position with Pliobond or similar adhesive. Be careful here, if you put too much glue, the roof will not sit down properly and unsightly bumps may appear.

The iron is similarly put in place on the office taking care that the edge near the waiting shed overlaps the roof of the shed — see Fig. 4.

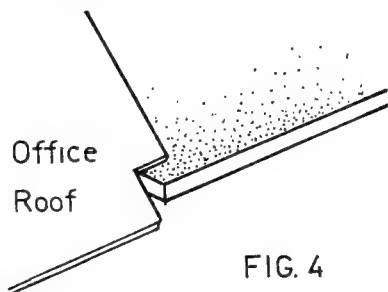


FIG. 4

The verandah roof was made from corrugated iron glued to a frame of balsa wood. This framework is of very light construction — the pieces being about 1/32" and 1/16". The underside was painted very dark grey before being glued to the wall at one side, and to 3 pre-painted red posts, sunk into the platforms, at the other.

The water tank came from part of a tank kit, which I cut down to the right height. The diameter was reduced and the tank soldered along the joint. Top and bottom of the tank were made from balsa, the bottom plug being an exact fit. To this a piece of 1/4" square balsa was glued in an upright position inside the tank, and the top piece was glued to it. This top piece does not need to be such a tight fit, in fact it is better if it drops easily into the top of the tank. An overflow pipe and tap were made from brass wire, and pushed into holes drilled through into the balsa. The tank was painted silver and stood on a sleeper base with the seam of the tank out of sight against the wall.

The spoutings are fixed to the rear of the office roof, and to the front edge of the verandah. They are made from 1/32" square balsa and take a bit of getting into their correct position. When seen from about 18" they actually look hollow. The pipes leading from then to the tank were made from P.M.G. plastic covered wire painted silver. The drip basin below the tap was made up from unpainted styrene.

The chimney was made of balsa scribed to represent bricks, it was painted and glued in position at the opposite end of the office to the ticket window. It is set to the rear of the ridge.

The fencing around the platform driveth made!! However it looks good when finished and is worth the effort; the first requisite is a box of Aspros and a packet of Band-Aids; then get the children out of the house, lock yourself in, and start! A scrap piece of North Eastern siding is taken in hand, and the scribed boards cut down the centre giving you a square section. (If you haven't carved off a bit of finger end by now you are too good for this game). You want about a dozen pieces 3 1/2" long.

Now bore holes a scale 5 ft. apart along the end of the platform near the waiting shed. The first one being about 4 ft. from the front edge. Drill two holes along the rear edge, leave a gap of about 12 scale feet and drill again at 5 ft. intervals until you come to the edge of the office. Start again at the other end of the office and work around to the top end of the

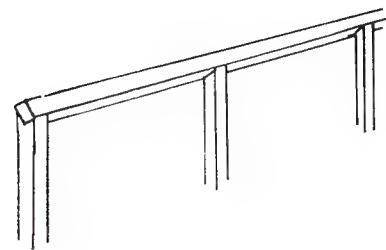


FIG. 5

ramp. Three holes are drilled along the other end between the head of the ramp and the front edge of the platform. You will now need 21 posts each 5 scale feet long — so chop them off. In one end of each post cut a V-shaped notch. (Now you know why we got rid of the children and got the Band-Aids!!) Glue the posts into the holes leaving 4 scale feet protruding. You can level them by placing a steel ruler in the notches, and moving the posts up or down as need be. Cut lengths of the square (?) stock to the appropriate lengths and glue them in position in the notches. Your railings should look like Fig. 5.

Now take 3 Aspros and lie down for half an hour.

The next step is to face the ramp end and rear edge of the platform with sleepers. These should be pre-stained and to scale dimensions if they are oversize they look dreadful. The end of the platform can be built up into an earth bank by glueing a block of Cane-ite in position and covering it with plaster.

The roof of the office, waiting shed and verandah can now be painted red. The fences can be left unpainted, or if you wish, painted to match the office walls.

Many minor alterations, adjustments, etc. will be made as you go along. You will no doubt find ways of improving my method of building this model.

You will find many things I have forgotten to tell you — it is easier done than said.



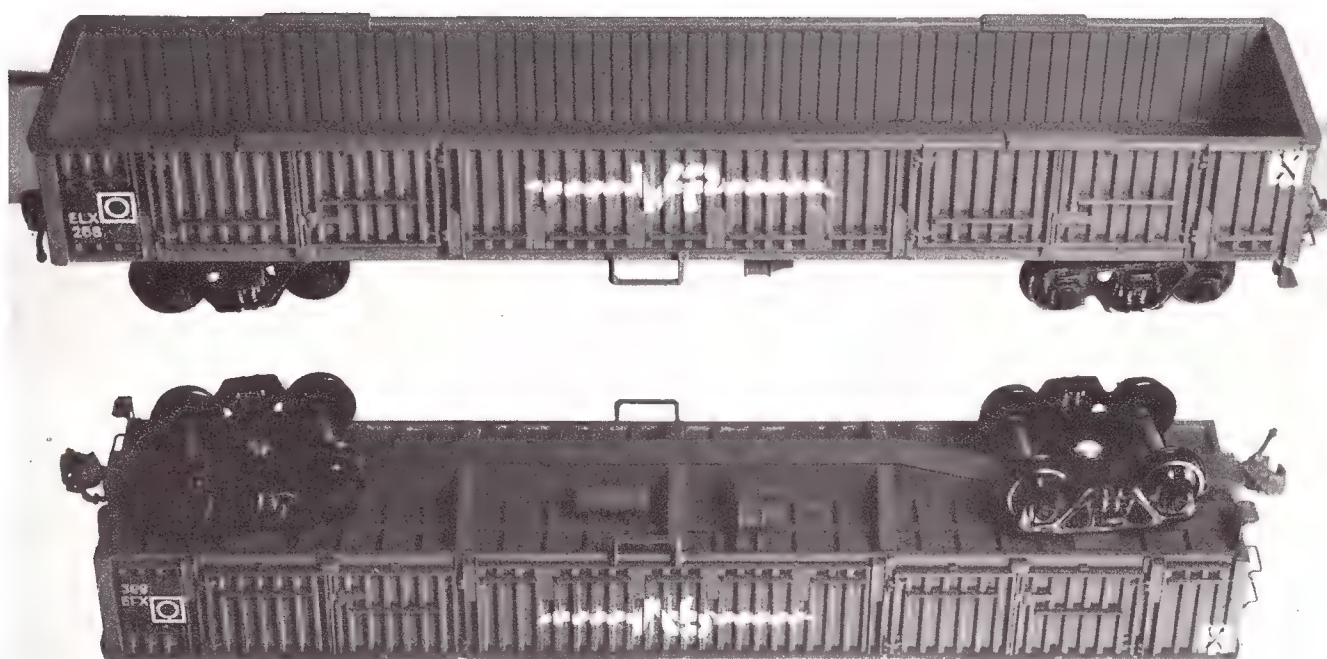
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N.S.W. AND WAGR PROTOTYPES TO FOLLOW

PROTOTYPE STATION LAYOUT — MERRIWA

BY ALAN TEMPLEMAN



CLUB SECRETARIES

We are pleased to print your notes on club activities believing as we do that strong Clubs promote the hobby. However, we must ask you to provide your notes in a typed form. Double spacing is essential and it is preferable for the notes to be in a manner which can be used without rewriting by us. We really don't have the time to carefully read and reread your letters to type a clear story. Send your contributions to:

Club Car,
Australasian Model Railroad Magazine
P.O. Box 204,
Kings Cross, 2011.

The country branch line terminus is a popular prototype with modellers, either as the sole station on a simple layout, or as an addition to a larger main line layout. Two examples of N.S.W. branch line termini have already appeared in the pages of this journal — Eugowra (Aug.-Sept. 1964), and Oberon (May-June 1968). In this article we consider a third variation on the theme.

The town of Merriwa, centre of an area known for its sheep and cattle breeding and wheat growing, is situated 230 rail miles from Sydney, at the end of a 51 mile branch from the main northern line at Muswellbrook. It is on Merriwa Creek, a tributary of the Goulburn River, which is in turn a tributary of the Hunter River. The station and yard at Merriwa are located on a

hill above the town.

From the diagram it can be seen that the layout at Merriwa is quite adequate with the usual loop, and sidings serving the wheat silos, stock races, goods shed, engine shed and 60 ft. turntable. The signalling is very simple consisting of a landmark and down home signal (lower quadrant mechanically operated). There is no starting signal. Trains leaving Merriwa face a long 1 in 50 gradient.

Passenger services on the line are provided by a CPH rail motor, which makes the return trip from Merriwa on Mondays to Saturdays, connecting with main line services at Muswellbrook. A goods train makes the return trip from Muswellbrook on Tuesdays, Thursdays and Saturdays, with conditional stock and goods trains as

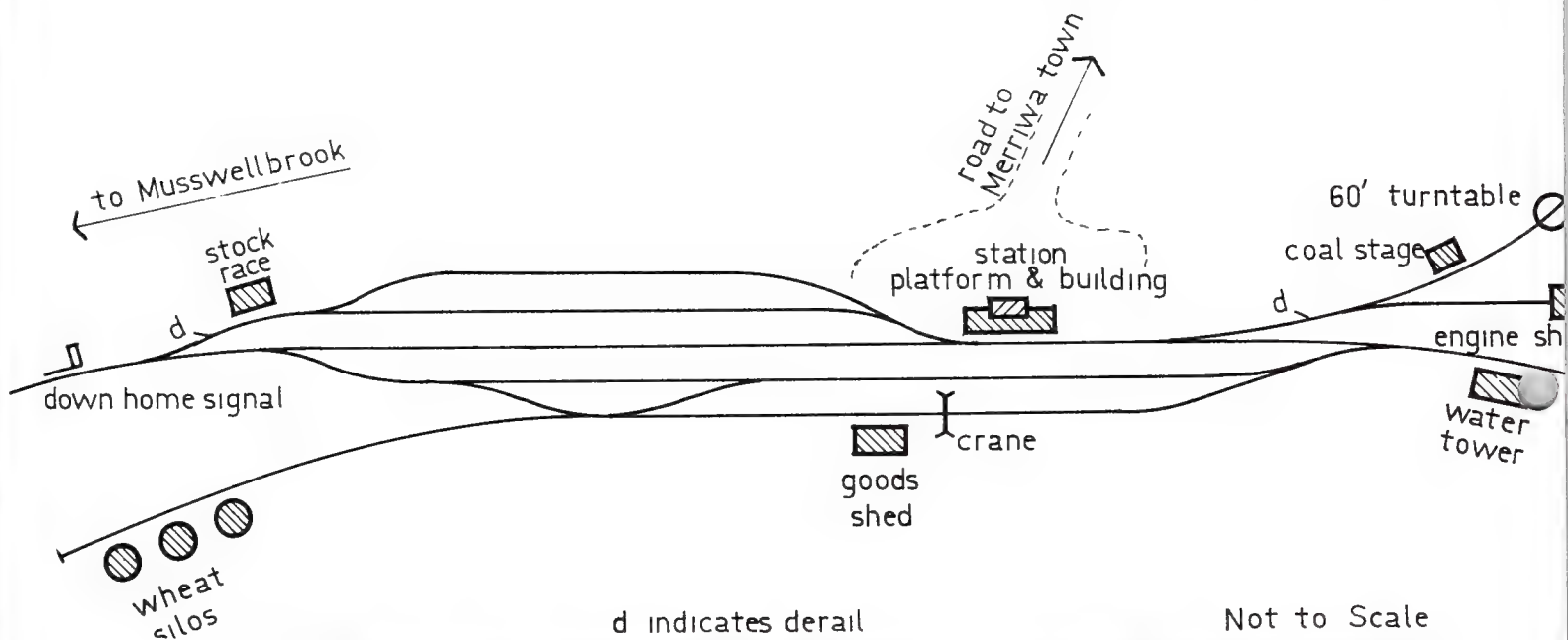
required (particularly when the wheat harvest is being moved).

The usual motive power for the goods trains is still a 30T class light 4-6-0 tender engine (converted from 30 class 4-6-4 tanks), but 50 class standard goods 2-8-0

locos are also used on occasions. 32 class 4-6-0's are also allowed to work the branch, but have not done so in recent times. Doubtless the ubiquitous 48 class diesels will soon take over the goods duties on this branch.

Photographs

- (1). Merriwa yard, looking east.
- (2). The wheat silos at Merriwa (not the bulk storage shed under construction in the foreground).



\$350 REWARD!

\$350 Reward! That is what every modeller who now owns a mint-condition model of the A.D.60 has earned for this model, bought a few years back for \$145.00 can be sold for up to \$500. (We heard offers like this at the recent Melbourne Exhibition for a A.D.60 model in the glass case next to our stand.)

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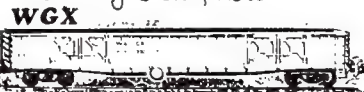
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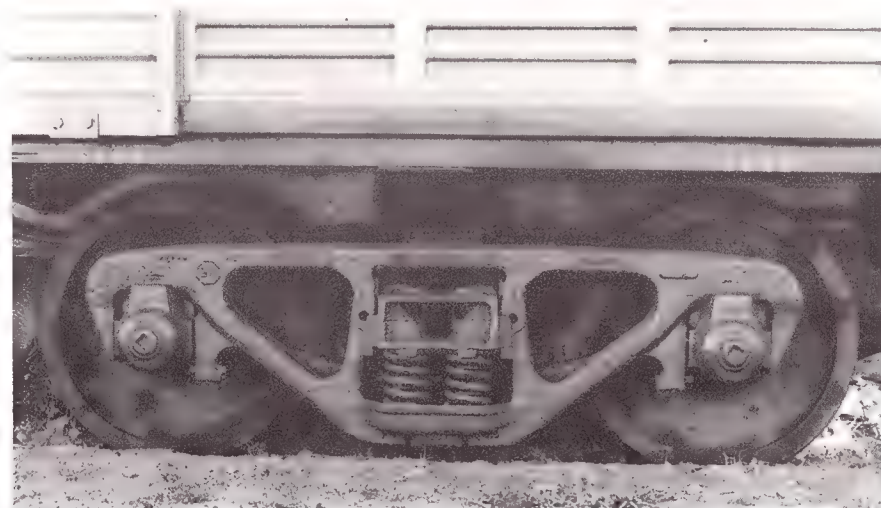
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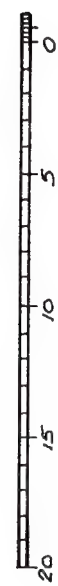
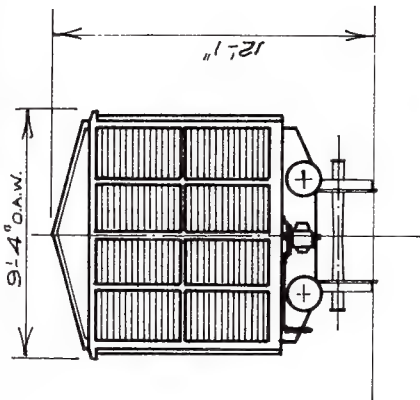
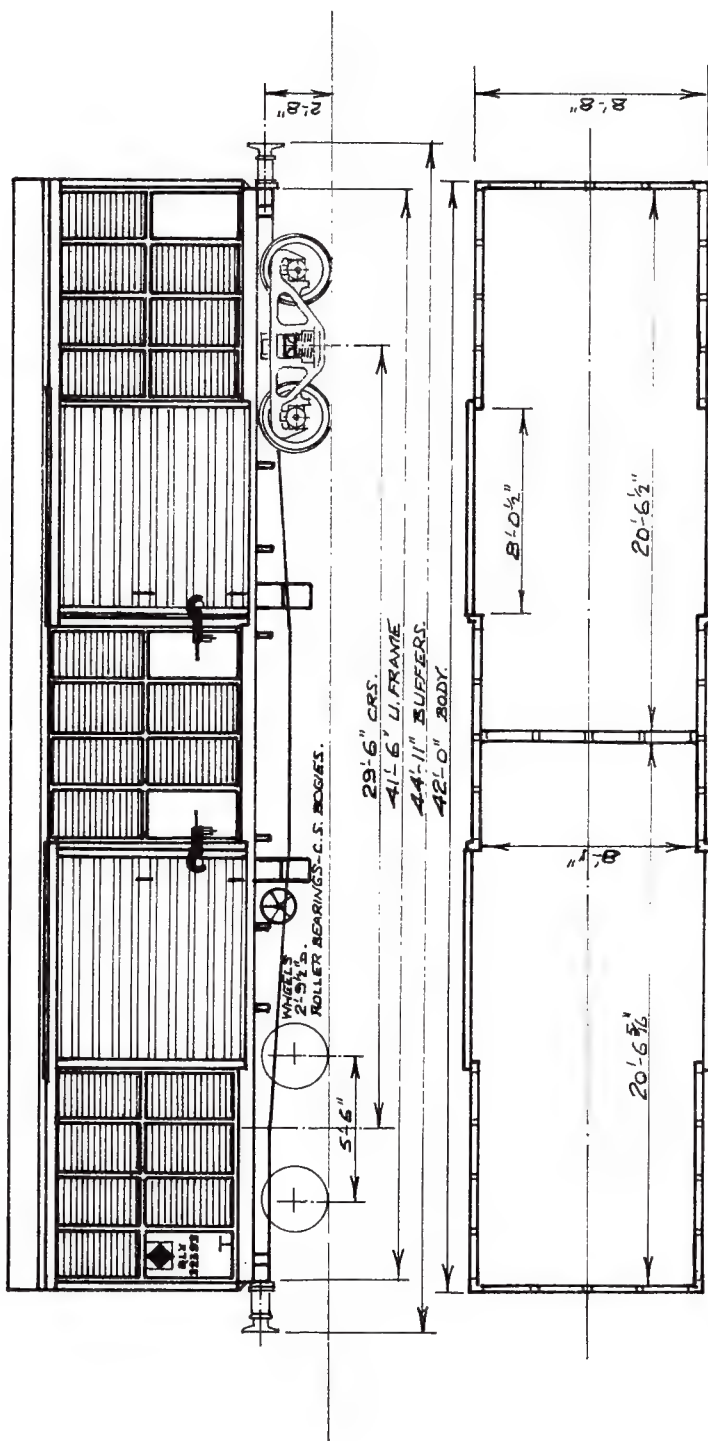
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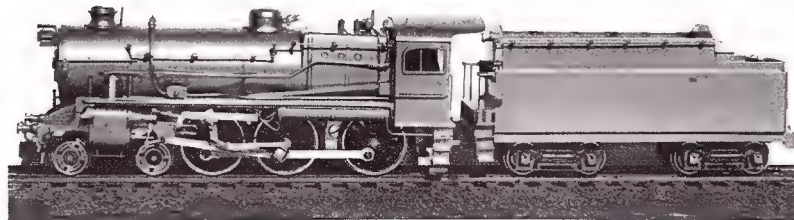
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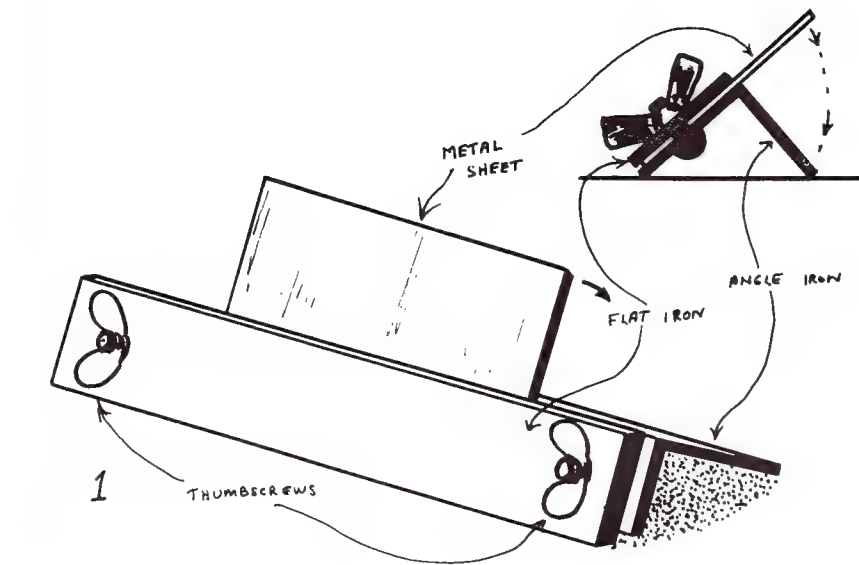
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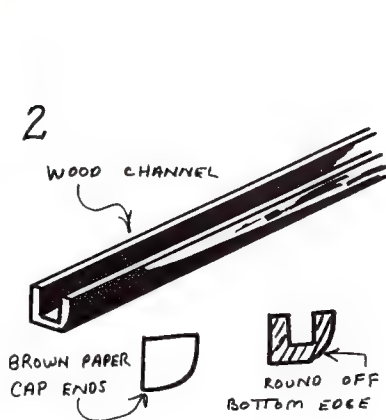
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modellers' hints

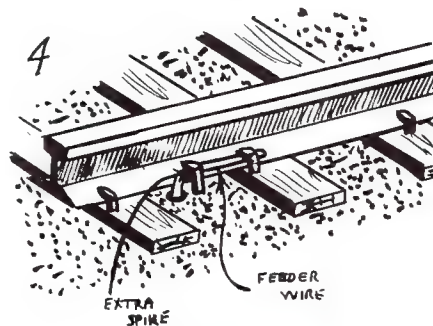
by fred gill



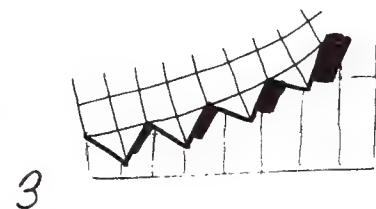
1 For bending shim brass or thin tinplate use the method shown. Cut a piece of angle iron and a piece of flat iron to match in length, drill holes, as shown, to take two bolts with thumb screws. Now all you have to do is place the sheet between the irons, screw tight, then bend over.



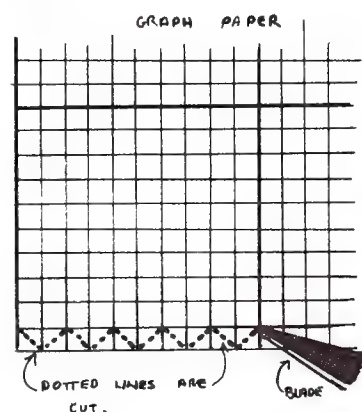
2 To make gutters for lineside buildings use 5/64" Northeastern wood channels. Round off the bottom edge with sandpaper and then glue brown paper over the ends.



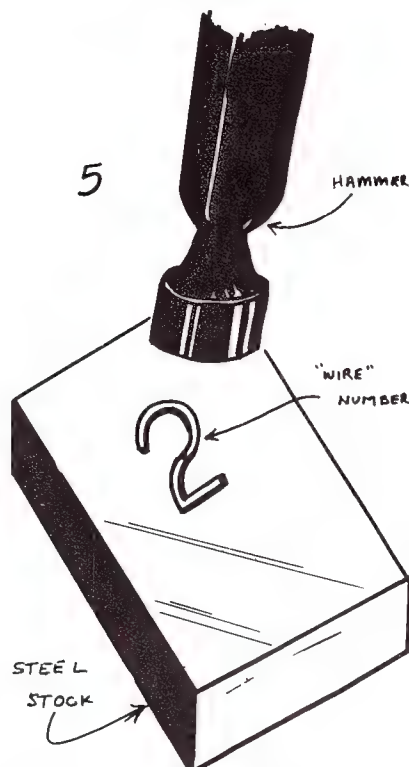
3 To make shingle for lineside buildings, take a sheet of graph paper and cut as shown. Use 1/10" graph paper for HO gauge shingles.



4 For those who do not like to solder feeder wires to rails then this method will serve just as well. Place the end of the wire under a spike and then hammer the spike home. A second spike will make sure that the wire does not pull loose under vibrations.



5 Make your own numbers for the sides of loco cabs etc., by first shaping the figure to the desired numeral, then giving the number a light tap with a hammer. This will flatten it and it is ready for soldering or glueing onto the loco.



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club car

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June 12, Brian Castle, 18 John St., Arncliffe.

July 10, John Beckhaus, 145 Ourimbah Rd., Mosman

August 14, Alan Johnston, 33 Bimburra Ave., St. Ives

SUNSHINE DIVISION

MEETING ARRANGEMENTS 1971
(subject to change)

May 15th John Buchanan, 36 Clausen Street, Mt. Gravatt.

June 19th Keith Anderson, 40 Sloane Street, Stafford Heights.

July 17th Terry Carpenter, 40 Victor Street, Stafford. Working bee on the exhibition layout.

August 21st Graham Hearn, 36 Pioncianna Street, Inala. Working bee on the other half of the layout.

September 18th Max Chaseling, 10 Merlin Terrace, Kenmore. Final working bee (we hope) on the layout.

October 16th Visit Clapham and Coopers Plains railway yards.

November 20th Max Chaseling, 10 Merlin Terrace, Kenmore. Final arrangements for the transporting of the layout to the City Hall and other matters relating to the exhibition (22nd-27th Nov).

December 18th Christmas tree outting for the children (and rest of the family of course) at McLeans Bridge.

South Australian Railway Modellers Association. Secretary Hugh Williams, 5 Elinor Terrace, Glen Osmond, S.A.

After many months of work the Nissan Hut was starting to resemble a layout room at Mile End when fire raced through the Railways Institute building where our old layout was situated. Luckily our room was in a part of the building was was not completely razed and we were able to salvage a smoke blackened layout and library. Naturally this accelerated the proposed shift of premises although the March meeting was held in another part of the Institute.

The Annual General Meeting in April proved most important. It was the first gathering of members in our new building but attendance was below the usual 45 average. The portable layout was worked more than at any time since the Exhibitions last year, whilst the old layout lay in pieces in one corner of the room. As a result of the elections Eric Milne becomes President for the new year, Hugh Williams is Secretary and Roger Wheeler retains the Treasury. The Committee and members of SARMA thanked the retiring President John Gordon and Secretary Bob Irvine who have worked hard for the Club during their years of office.

AUSTRALIAN MODEL RAILWAY ASSOCIATION

VICTORIAN BRANCH

Secretary: E.F. Raddatz, G.P.O. Box 741F, Melbourne Vic. 3001.

The Victorian Branch AMRA meets every second Thursday of the month at 'All Saints' Church of England Hall, Glenferrie Rd., Kooyong at 8 pm. Visitors and intending members are most welcome at these meetings. Forthcoming events are talks by Allan Dowell on electricity in model railways, K. Nelson on scenery, Frank Kelly on modelling the V.R., running nights on the club layouts and our Xmas do in December. Social events are our mystery car trip in September, our railmotor trip to Wonthaggi in October and our grand barbeque in November. For more information about the Branch and its activities, visitors and intending members should contact the Secretary at the address above.

CANBERRA MODEL RAILWAY CLUB

The CMRC is an active, well-established Club with some 25 members aged from 17 to 70-plus. Most of them model Australian or American prototypes in HO or follow British OO practice. Meetings are held in members homes at 8 p.m. on the first Wednesday in every month. The atmosphere is quite informal and there's usually a talk or slide lesson, and an inspection of the host's layout, between business and coffee.

The Club's HO layout, accessible at most times, is particularly popular with members who live in bachelor flats or hostels and lack space for their own.

Local modellers interested in joining, and interstate visitors who would like to meet us, should contact the Hon. Secretary, Rev. Fr. R. Ebbs, P.O. Box 1, Dickson, A.C.T. 2602 — Phone Canberra 48-8253.

The move toward modelling Australian prototype was evident at the annual modelling competition held during the March meeting. Of approximately 30 items entered only 8 were of overseas designs. Paul Brooks took the Master Modellers Award — Rolling Stock with an excellent model of an SAR "Centenary" coach made from .020" and .005" styrene. Judge "Tiny" Edwards gave the Master Modellers Award — Structures for Hugh Williams' model of the SAR's Penfield signal cabin. For entering the most newly constructed models in the monthly displays, Bob Burton won the Most Consistent Modellers Award for 70-71.

Attendance was back to normal at the May meeting and a special meeting was called for the following Wednesday to get detailed planning of the new layout under way. Construction of the cattle cars as a group project is progressing well and the eager organisers are preparing for the next model.

Meetings are held on the second Wednesday of each month in our club rooms in the Mile End railway complex. It is just west of Mile End Station and south of the Bakewell Bridge. We extend an invitation to all modellers to attend our meetings.

Central Coast Model Railway Club.

Secretary: W.E. (Bill) Cleary, 83 Holden St., Gosford, 2250.

The C.C.M.R.C. was founded in 1963 and has regularly met from that period of time to the present at the Gosford Boys & Girls Club, Georgina Terrace, Gosford. Currently, we meet at 8 pm every Thursday.

We have a layout of the dog bone style with two main tracks of approximately 150' run from point A back to point A. Trackwork is virtually fully operative, with pointwork wiring under way and only a very small amount of scenery completed. We have combined our original layout with out Hawkesbury River layout and added some new sections. Our Hawkesbury River layout, as most people will remember, was designed as a "show" layout and was used for fetes and exhibitions, having travelled extensively through the Central Coast and to the Town Hall Exhibition in Sydney. Hawkesbury River was designed by former member Kevin Ryan who unfortunately was transferred away from our district. Our new layout now contains a section which can be used at fetes and exhibitions. Our President (John Delore) and Treasurer (Wal Stowe) co-ordinated the members' plans and finalised the present design. Particular thanks must also go to the following members for their assistance in the construction of our layout. Dave Brittleif, Bill Woods, Rodney Woods and Harry Gibson.

The club extends an invitation to anyone interested in visiting or joining as a member, membership being open to both juniors and seniors at an extremely small fee which helps pay for new track etc.

Our layout is in HO gauge and that is the only requirement; we run British, European, U.S.A. and Australian prototypes of all makes and have some very enjoyable running nights.

We look forward to seeing any interested people at our club meeting on Thursday night at 8 pm.

4th floor
 Railway Institute Building
 273 Castlereagh Street, Sydney

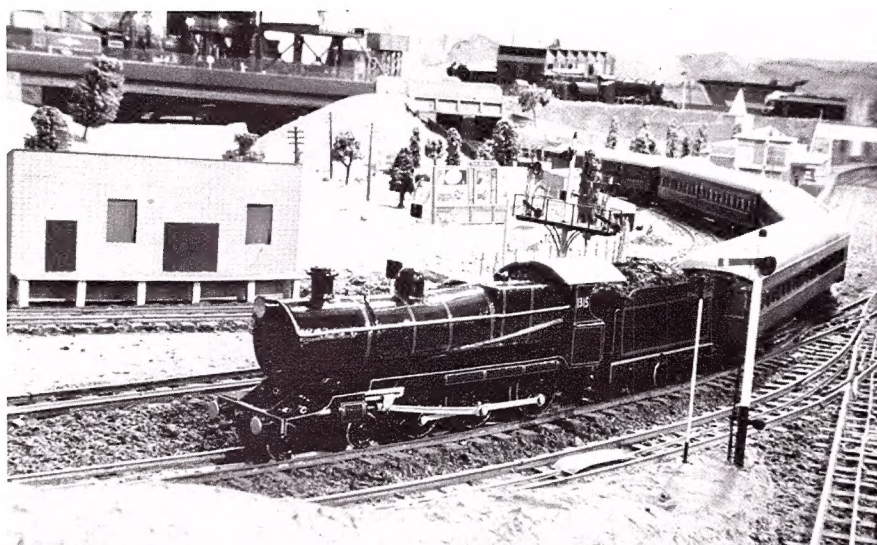
(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

"O" GAUGE NEWS

A couple of our new items have appeared since the last Yardmaster. WARREN WILLIAMS has come along with the tank car mentioned previously near complete, and a model of a 4-bogie transformer wagon, complete with two miniature transformers for a load. The model is nearly 18 inches long and practically makes a train by itself. CHARLIE WEATHERS is now back in the club after several weeks in hospital following a knee operation. Nice to see you back, Charlie. A bad derailment occurred in the tunnel between Junction and Station South recently. This tunnel is one of the few sections where the original copper wire third rail was not replaced. It seems that the wire had come adrift, leaving just the studs which it was soldered to sticking up. This did not affect locos fitted with skats, but when a certain 46 class electric fitted with a shoe-type collector entered the tunnel with an up freight and doing pretty close to a scale ton, it came to a very sudden and extremely noisy stop. Needless to say, the rail was repaired very soon after.

By the time this appears in print, the Annual General Meeting will have been held. Full details in the next Yardmaster. Members are reminded that annual subscriptions are now due. Please see KEN SMITH at any meeting.



The photo this issue shows TED DAVIES' NN class no. 1315, newly emerged from the paint shops, leaving Medway East towards Junction.

HO NEWS

To begin with a correction is needed on the photograph included on page 20 of the January/February issue for the 13 class and BOB set were built by Ken Foran.

Layout activity has been intense with the completion of the new loop which runs from the up main loop to the down branch at Wits End. This loop relieves congestion at Junction and is constructed at a 5 ft. trestle built and installed by Arthur Wheatly. Barry Miller has been busy out of club hours adjusting the Junction signalling system while Ken Foran has electrified the lineside structures with small lamps.

A visit from Illawarra Model Railway Club and a group of AMRA members has increased our attendance while ex-member John MacKenzie showed us his reworked D 50 class and his scratch built D 59, C 38, and 42 class locomotives. Bob Gallagher had his kit built 442 in for running trials while Graham Ahearn showed his brass U 105. Geoff Dietz showed the power of his Balboa PAL diesel with a haul of 16 bogie vans, all heavyweights, from the Arthur Wheatly workshops.

The addition of a few new members has increased attendances and timetable operation has been resumed. The most popular operator of the month was Arthur Wheatly when he showed his power over the clock by speeding up time to suit his section only. Accordingly most other operators were 2 hours behind time.

Members are reminded that the first Monday of the month is N.S.W. night and they are asked to bring the local prototype models along.

mail bag

Sir,

As a point of interest I have found a prototype for snap track. While on a tour in New Zealand in November 1970 I visited Otago in the southern portion of the South Island. Here several branch lines were being phased out of service. The procedure was to stop regular services and if after a year no great need arose for services then the tracks would be pulled up. Now some sidings had already been pulled up. These were in the form of sectionalised track of about fifteen sleepers and two rails secured to them. But further inspection showed the whole branchline to be built up in this way. So there is prototype for snap-track and in Australasia.

T. MOORE,
 West Ryde, NSW.

Sir,

We are all aware of the fact that model railroading has not gained the respect and popularity which it deserves. I would like to express my opinions on this. I think that there is one major reason for this and that is that magazines such as yours concentrate on the publication of brass locomotives and rolling stock. This is O.K. for modellers such as Rod Tonkin, Chris Prattern, Max Chaseling and others.

But what about a person who has had no previous experience in model railroading but is anxious to get started.

He buys one of your magazines and sees brass locomotives advertised for \$60-70. Immediately he is turned off. But if more emphasis is given to brands to Athearn, ATT, Tyco, etc. he might take it more seriously. For the price of one brass locomotive he can be well on the way to being a good modeller.

Ron Thirkill,
 Oxley, Q'ld.

Mr Thirkill would seem to over-estimate the influence of this magazine if he considers us to be the major reason for lack of respect and popularity of model railroading, in fact this magazine has little influence in the hobby. The articles which are published are those which are submitted to us by the readers and I assume that thus they reflect the readers' current desires for content. The selection of articles that appear is one matter that we control but the types of advertisements we have no control over. The only reason that there are no advertisements for Athearn ATT etc. is because no retailer or importer wants to advertise in this magazine. Anyhow a system review of the advertisements and articles shows that there is a liberal range of subjects and products advertised and written about. We would like to see more articles on model building intended for the general modeller, so please send them in.

Editor.

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Some 'reviews' of Railway Freight Wagons of N.S.W.

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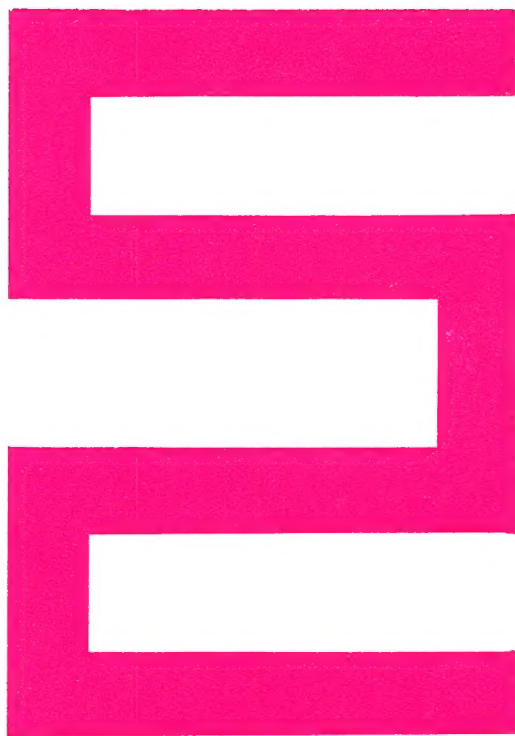
Railway Freight Wagons of NSW

by John Beckhaus

\$1-20

Published by, and available from, S.C.R. Publications, P.O. Box 204, Kings Cross,
2011. N.S.W.

hey! what's this thing?



That funny-looking badge is the symbol of the Southern Cross Model Railway Association. The Association exists to help modellers to become more knowledgeable and efficient in the activities of their hobby. To this end the Association has produced standards and recommended practices for modelling and triesto promote contact between modellers. Each of the divisions provides personal meetings between members and other social activities. Members also receive the Australasian Model Railroad Magazine. Membership costs only \$4.00 per year (\$2.00 joining fee). For more information contact the Secretary, P.O. Box 107, Lakemba N.S.W. 2195 or the Division Vice-President listed below:

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Who said....

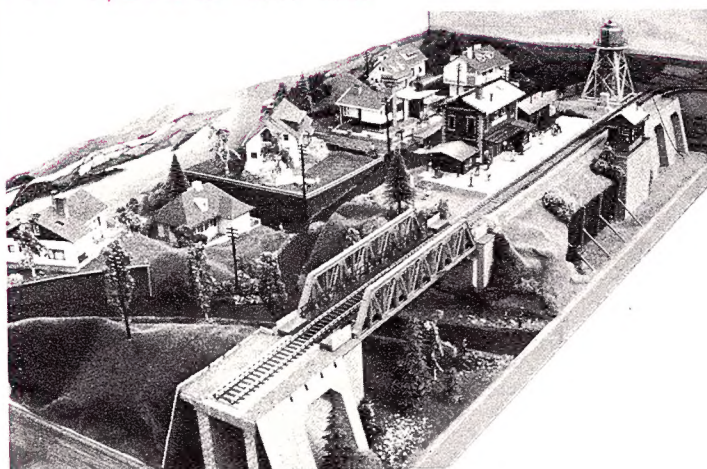
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3712	Ranch Style House w/tall chimney	\$3-75
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3711	Large Modern 2-storey House	3-95
3724	Modern 2-storey House with Bakery Shop	3-95
3723	House & Photo Shop with attic (at rear of display)	3-95
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OTHER STRUCTURES

2505	Small Truss Bridge, box girders	3-75
2531	Abutments or Bridgeheads	Pair 2-15
3600	Old Timer Station Building and Platform	7-95
3605	Rest Rooms (Toilets) for Station	2-50
5730	Signal Cabin, tall single storey	2-50
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FRONT EMBANKMENT

4508	Arched Retaining Wall	Each -50
5021	Structural Shapes, Girders etc. (parts from this used to support wood sheeting on embankment)	1-15
6031	Gray Stone Wall 9" x 4 1/4" Pkt of 2	1-25

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A SELECTION OF OTHER KITS NOT MENTIONED

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7703	Modern House, two-storey	1-75
7704	Church with tower	2-25
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7716	Hillside House, 2-storey	2-95
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7820	Bridge abutments or bridgeheads 2"	1-65

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